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Feb 3 1950

CLASSIFICATION SECRET		
COUNTRY <u>Rumania</u>	REPORT NO. <u>25X1A2G</u>	
TOPIC <u>Production of the Balaxa plant</u>		
<u>25X1A</u>	<u>25X1A6A</u>	
EVALUATION <u></u>	PLACE OBTAINED <u></u>	
DATE OF CONTENT <u>12 January 1950</u>		
DATE OBTAINED <u></u> DATE PREPARED <u>1 May 1950</u>		
REFERENCES <u></u>		
PAGES <u>2</u> ENCLOSURES (NO. & TYPE) <u></u>		
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According to the 1950 schedule the Balaxa Plant was to construct about 800 railroad cars for the Soviet Union.

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Comment:

a. The reported plant is on the eastern outskirts of Bucharest,, about 400 km from the Titah State Railroad stop. This plant represents the largest heavy industry setup of Rumania. It consists of the following individual factories:

- (1) Locomotive, weapon, railroad car, and ammunition plant.
- (2) Tube and steel works with iron foundry.

This plant was nationalized in June 1948 and then redesignated "23rd August Plant."

b. Engineer Popovici was reported as general manager of the plant, engineer Dimitri Popescu as deputy general manager and Ispravnic as administrative manager.

c. The following monthly production figures were reported:

Four locomotives, Soviet wide-gauge, type IV (to be delivered to the Soviet Union)

Forty railroad cars, 50 tons, each, Soviet wide-gauge (to be delivered to the Soviet Union)

Twenty to thirty tank cars, 50 tons each (to be delivered to the Soviet Union)

Twelve to fifteen Canadian crude oil pumps (to be delivered to the Soviet Union)

This document is hereby regraded to **CONFIDENTIAL** in accordance with the letter of 18 October 1978 from the Director of Central Intelligence to the Archivist of the United States.
Next Review Date: 2008

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Miscellaneous products: Motor rail coaches and motors for the Soviet railroad and the Rumanian state railroad, motor rail cars and trailers for the Bucharest streetcar company, various kinds of tools, gear wheels, motor blocks and tubes according to the "Ruesmann system."

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